

COUNCIL
AGENDA

FEB, 20, 1985

SPECIAL

THE COUNCIL OF
THE CORPORATION OF THE CITY OF MISSISSAUGA
A G E N D A
SPECIAL COUNCIL MEETING
WEDNESDAY, FEBRUARY 20, 1985, 10:00 AM

1. UNFINISHED BUSINESS

Council, at its Special Meeting on February 13, 1985, deferred consideration of the following with respect to rezoning application OZ/9/84 (H.J.S. Realty Investments Incorporated):

UB-1 RELIEF FROM PARKING - H.J.S. REALTY

OZ/9/84

Report dated February 20, 1985, from the Commissioner of Planning recommending that the request for relief from the parking requirements under the Payment-in-Lieu Program for a deficiency of six (6) parking spaces under File OZ-9-84 (H.J.S. Realty Investments Incorporated) on the south-west corner of Lakeshore Road West and Meadowwood Road be granted, provided that a total of \$9,906.00 is paid prior to the passing of the implementing rezoning by-law.

Resolution available.

The following by-laws were not available at the Special Council Meeting on February 13, 1985, and are still not available at this time:

- (a) A by-law to authorize execution of a Financial Agreement with H.J.S. Realty Investments Incorporated in accordance with rezoning application OZ-9-84 (on the south-west corner of Lakeshore Road West and Meadowwood Road).

OZ-9-84

- (b) A by-law to amend Zoning By-law 5500, as amended, in accordance with rezoning application OZ-9-84 (H.J.S. Realty Investments Incorporated) on the south-west corner of Lakeshore Road West and Meadowwood Road.

OZ-9-84

2. MOTIONS

THE FOLLOWING MOTION IS INCLUDED AT THE REQUEST OF THE CITY MANAGER:

- (a) To rescind Resolution 69-85 (February 11, 1985) and to award the tender for the supply and installation of elevators for the new Mississauga Civic Centre to Northern Elevators Ltd., in the amount of \$1,322,370.00. (See BY-LAWS - 117-85).

3. BY-LAWS

- 117-85 A by-law to repeal By-Law 115-85 (February 11, 1985) and to authorize execution of a contract to Northern Elevators Ltd. with respect to the tender for the supply and installation of elevators for the new Mississauga Civic Centre. (See MOTIONS (a).

C.05.14

4. ADJOURNMENT

UB-1

CITY OF MISSISSAUGA

PLANNING DEPARTMENT

C. A. DATE

FEB 1 1985

ITEM:

FILE: 02/09/84

DATE: February 20, 1985

FEB 20 1985

C. A. DATE

TO

H. McCallion, Mayor, and Members of the City of Mississauga Council

FROM

R.G.B Edmunds, Commissioner of Planning

SUBJECT

Application for Relief from Parking Requirements under the Payment-In-Lieu Program
Southwest Corner of Lakeshore Road East and Meadow Wood Road
H. J. S. Realty Investments Incorporated

ORIGIN

Staff Advisory Committee - a supplemental report to the Planning Department report dated May 3, 1984

COMMENTS

1. Background

On May 28, 1984, City Council adopted the following recommendation:

"That the Payment-In-Lieu of Off-Street Parking Program as described in the report dated April 19, 1984 from the Commissioner of Planning be adopted with the following amendment:

The developer's contribution would be assessed at fifty per cent of the total costs of the appropriate parking facilities in the area."

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02/9/84

The April 19, 1984 report indicated that the Payment-In-Lieu program would be administered by a Staff Advisory Committee composed of representatives from Engineering, Clerk's, Legal, Finance, and Planning Departments. The Committee would review each application and the resultant comments would be incorporated into the relevant Planning Department report on the particular development application. Due to the timing of the approval of the Program by the City Council, the comments of the Staff Advisory Committee were not available for the May 3, 1984 report on H. J. S. Realty Investments Incorporated when it was submitted to Planning Committee.

2. The Applicant

The proposal is to amend the Zoning By-law from R2 to CVC-Special Section to permit a commercial development including a restaurant, pursuant to the Planning Act, 1983. The requirement for on site parking is at the approved standard of 4.3 spaces 100m² G.F.A.

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Based on this standard, and a total of 2,550.0 m² total G.F.A. for the site, the proposal requires 109 parking spaces. A total of 103 parking spaces have been provided on site. The applicant is seeking relief for a parking deficiency of 6 spaces.

3. Staff Advisory Committee Comments

3.1 Proposed Land Use

As indicated in the Planning Department report dated May 3, 1984 the proposed land use is in conformity with the Clarkson Village Commercial designation of the Clarkson-Lorne Park Secondary Plan (Lakeshore Area). More specifically, the one-storey village-type commercial development, having a gross floor area of 2,550 m² with a sit-down restaurant, liquor store, drug store, food store, ancillary food services and other retail commercial uses, will add to the vitality of the Clarkson Business District.

3.2 On-Site Parking

The proposal indicates that 103 of the required 109 spaces are to be provided on site.

3.3 Existing Parking Demand and Study

A parking utilization survey undertaken by McCormick Rankin and Associates provided a current assessment of parking supply and demand. The survey measured the parking usage and duration of three types of parking areas (municipal lots, on-street and private patron) and for two time periods (the two-hour peak and a nine-hour peak). Clarkson experienced an average utilization of parking spaces of approximately 63% during the two-hour peak. The municipal parking lot was at 90% of capacity during the two-hour peak and 74% over the nine-hour period. The private parking facilities experienced 53% and 45% utilization during the same periods. The results of the survey suggest additional municipal parking facilities are required in the Clarkson Business Area.

3.4 Availability of Site for Municipal Lots

The Engineering and Planning Departments are currently reviewing the demand and financing for additional municipal parking lots throughout the City. The preliminary findings indicate that the Clarkson Village is an area requiring additional municipal parking.

Clarkson Village has a municipal parking lot, located at the northeast corner of Clarkson Road and Lakeshore Road West, and the "Cash-In-Lieu" funds collected in this area could be used for its maintenance or expansion or both.

3.5 Type of Parking Facility

It is assumed that additional municipal parking facilities in the area will be designed and developed as surface parking.

3.6 Potential Development

One of the criteria for evaluating the appropriateness of an application under this program is the potential for additional infilling and redevelopment in the area. The Clarkson-Lorne Park Secondary Plan (Lakeshore Area) is based on the objective to revitalize and reinforce the role of Clarkson Village as a commercial centre, while at the same time seeking to preserve and enhance the existing natural and built environment. To this end, the plan has designated several sites within Clarkson Village as Clarkson Village Commercial, and there is potential for redevelopment in accordance with that designation.

4. Developers Contribution

Appendix 1 summarizes the calculations for the payment-in-lieu contribution. Based on a parking deficiency of 6 spaces and using \$1,200.00 as the current construction cost of a surface parking space with an average size of 27.9m² (300 sq. ft.) and \$75.35/m² (\$7.00/sq. ft.) as the land value within 300m (1,000 sq. ft.), the total contribution is \$9,906.00.

5. Agreement

The owner will enter into an agreement with the City prior to the passing of the By-law. The agreement will specify the amount to be paid (\$9,906.00); the basis on which the contribution has been calculated (see Appendix 1); the time for making payment (prior to passing the by-law); and the method of payment (lump sum).

CONCLUSION

The current parking standards represent City-wide averages developed to ensure that municipal standards will provide adequate off-street parking for all land uses. There are areas in the City, however, where it could be physically impossible to comply with the off-street parking requirements without jeopardizing the development itself.

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In particular, this may occur in the older, more established business areas such as Clarkson Village, where the City is encouraging infilling and redevelopment.

The application represents the situation referred to above. The proposed land use is in conformity with the approved Secondary Plan designation and is an appropriate form of redevelopment. The proposal, however has a parking deficiency of 6 spaces, or approximately 5.5 per cent of the by-law requirements, which is within an acceptable range for the size and type of development. Although several parking areas within the Clarkson area have been identified as inadequate, the potential exists to develop a municipal parking lot or expand the existing lot, to alleviate parking problems.

RECOMMENDATION

That the request for relief from the parking requirements under the Payment-In-Lieu Program for a deficiency of 6 parking spaces under file OZ/09/84 (H.J.S. Investments Incorporated) at the southwest corner of Lakeshore Road West and Meadow Wood Road be granted, provided that a total of \$9,906.00 is paid prior to the passing of the implementing rezoning by-law.



R. G. B. EDMUNDS
COMMISSIONER OF PLANNING

Approved by:
City Manager

APPENDIX 1

CALCULATION OF PAYMENT-IN-LIEU CONTRIBUTION

H.J.S. INVESTMENTS INCORPORATED

SURFACE PARKING FORMULA

$$\text{Contribution} = (S1 + (L + P1)) \times R \times 0.5$$

Where S1 = current construction cost of a surface parking space (\$1,200);

L = current land value within 300 metres (\$1,000 ft.) of the proposed development (\$75.35/m² or \$7.00/sq. ft.);

P1 = size of a surface parking space including provision for aisleways and driveways (27.9m²)

R = number of parking spaces for which payment-in-lieu is sought (6);

0.5 = developer's contribution towards the total construction and land costs.

$$\text{Contribution} = (\$1,200 + (\$75.35 \times 27.9)) \times 6 \times 0.5$$

$$= \$9,906$$

1,651 per parking space.